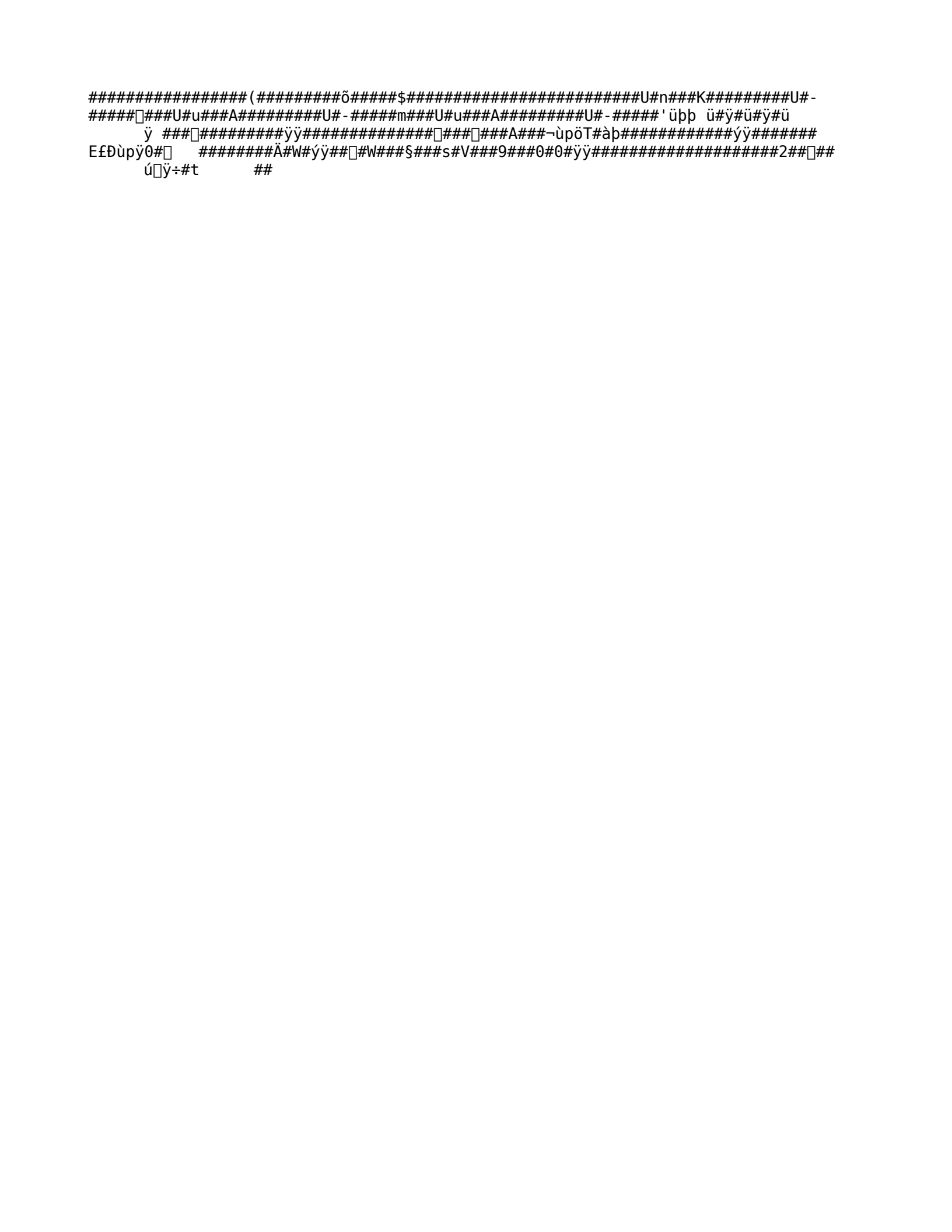

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Ä#ÿÿ(###ÿÿ####Uÿu#ÿÿA#########U#<#######□###Correcting operational hazard
Operational hazards should be corrected at the lowest level possibleOn the spot
corrections vs. OHR (lowest level)û
```

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#Ø#################2######ôüû##ô#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#7#########Operati
onal Hazards may involve:Air Traffic Control (ATC)Airways and NAVAIDsController
procedures and techniquesNear mid air collisionsAircraft operations#
```

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#Ø#################2#####ôû7#Ä#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#7#######È###Aircraft maintenance or inspectionsWeather servicesAirfield/Heliport facilities and servicesFlight or maintenance training and educationDOD, FAA, and ICAO regulations, directives, and publications

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Ä#ÿÿ(###ÿÿ####Uÿu#ÿÿA#########d#A#######□###What is an OHR?Identifies and documents an aviation hazard before it leads to an accidentDA Form 2696-R complies with provisions of AR 385-10#

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#Ø#################2##□##0õlû7#Ä#ÿÿ(###ÿÿ####Uÿu#ÿÿA#########d#0#######±###What is an OHR?DA Form 2696-R fulfills the NATO STANAG 3750FS "Airmiss Reporting and Investigation"DA Form 2696-R compliments the FAA□s Aviation Safety Reporting System (ASRS)#

```
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#######V###Restrictions on OHRsOHRs will be used within DA for accident prevention
purposes only
```

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#Ø#################2##□##¹õÌûÇ#Ä#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#-#######å###OHRs will not be used:To report flight violations for punitive actionsTo determine misconduct for line of duty investigationsBy evaluation boards (FEB, etc.) to determine pecuniary liabilityAs evidence for disciplinary action#

```
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#Ø#################2##□##9ô<ûg#ô#ÿÿ"###ÿÿ####Uÿu#ÿÿA#########U#2###########Risk
Management process and OHRsHazard Identification - originator and ASOHazard
Assessment - ASORisk Decisions and Control Options - ASOs recommendation to
commander, block 11Implementation - commanders corrective actions in block 12
Supervision - is the originator satisfied?#
```

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2#ÿÿ(###ÿÿ####Uÿu#ÿÿA#########U#(#######}###Submitting OHRsAnyone may submit an
OHR, military or civilianAnonymity of originator is acceptable but precludes a
responseù
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õÍû□
2#ÿÿ(###ÿÿ####Uÿn#ÿÿK#########U#<#######¾###OHR is not required when an accident or deficiency report is completedWhen airborne report to ATC and follow up with a written reportNon aviation hazard reporting, DA Form 4755 (para 2-3b)

```
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d#ÿÿ,###ÿÿ####Uÿu#ÿÿA#########U#########Å###Administering the OHR programPreparing
an OHR (App B)Filled out in triplicateOriginal to USASC (if appropriate)First copy
to originatorSecond copy to unit filesTyped or legibly written in inkù
```

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$#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#-###########Routing of an OHRWhen forwarding
correspondence, request the results of the investigation, including corrective
actions taken, be returned to the senderCorrespondence will state that OHR
information will be used for accident prevention and safety purposes only ý
```

```
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$#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#-#######É###Routing of an OHROHR will be submitted
to the appropriate ASO or Army flight operationsFlight operations will forward the
OHR to the ASOForward OHRs pertaining to other units to the ASO of that unitû
```

```
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#Ø#################2##□## ôÌû□#Ä#ÿÿ ###ÿÿ####Uÿu#ÿÿA#########U#-#######?###Forward
OHRs to USASC (Attn: CSSC-SA) for:DA Staff, Major Army Commands (MACOMs), or units
not in the chain of commandOther Department of Defense (DOD) services or a host
nationFederal Aviation Administration (FAA), or the National Transportation Safety
Board (NTSB)OHRs considered relevant by unit ASO or commander#
```

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□#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#F#######Ð###Routing of an OHROHRs on Army Air Traffic Control (ATC) forwarded through the MACOM to the Director, US Army ATC ActivityNear collisions, air or ground, will be reported to the FAA Office of Aviation Safety

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###ÿÿ####Uÿè#ÿÿA#########U#A#######u###Responsibilities:OriginatorComplete blocks
1-10 of DA Form 2696-RProvide name and address if a response is desired#
```

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$#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#A#######|###Responsibilities:ASO.  Complete blocks
11 and 13 of DA Form 2696-RCommander.  Complete and sign block 12 of DA Form 2696-
R
```

```
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###ÿÿ####Uÿè#ÿÿA#########U#K#######j###Managing the OHR programCommanders will:
Report and investigate hazards promptlyCorrect hazards promptly
```

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d#ÿÿ ###ÿÿ####Uÿè#ÿÿA#########U#K#######Ý###Managing the OHR programCommanders
will:Emphasize the importance of the OHR as a safety toolEmphasize that OHR and
the flight violation reports are two separate systems that may be used
simultaneously to enhance safety#
```

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Managing the OHR programCommanders will:Sign and return the OHR to the ASO within 10 working days from the date the ASO received the OHRForward an OHR to the higher headquarters when applicable

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$#ÿÿ$###ÿÿ####Uÿu#ÿÿA#########U#-#######□###ASOs will:Manage the unit OHR program
Promptly investigateSeek to identify system defects Recommend appropriate
countermeasures

```
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will:Forward the OHR to the commander with appropriate recommendationsEnsure the
report is received back from the commander within 10 working days of original
receipt Return the report to the originator within 20 working days of original
receipt#
```

#□#ýÿ##D#□###§###&#Ý###9###0#0#ÿÿ!#Ø#################2##□##ùôÌû×
d#ÿÿ####ÿÿ####Uÿè#ÿÿA#########U#-#######æ###ASOs will:If unable to return the report within 20 working days a written status report will be provided every 10 working days until completion File OHRs IAW AR 25-400-2 (MARKS)File number 385-10b Maintain the OHR for two years

######## E□Ëô□ûp#¯###########□#ýÿ##<#□###§###&#Ý###9###0#0#ÿÿ!
#Ø#################2##□###õ□û7#□#ÿÿ####ÿÿ####Uÿè#ÿÿA#########U#-#######&###What helps make the OHR program effectiveMake OHR forms (DA Form 2696 R) readily availableEducate unit personnel on the OHR program at safety meetingsEmphasize that the OHR and a flight violation report are two separate systems that may be used simultaneouslyDiscuss OHRs at safety meetings

######## E□#öàû@###########ü#□#ýÿ##4#□###§###&#Ý###9###0#0#ÿÿ!
#Ø#################2##□##Iöüû##ô#ÿÿ(###ÿÿ####Uÿn#ÿÿK#########U#-#######□###Take
OHRs seriouslyGet command involvementGive prompt replies to originatorsTake timely
action to correct the problemPublicize through posters

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#Ø#################2##□##©ó|ý7#ô#ÿÿ0###ÿÿ####Uÿ #ÿÿK#########U#-#######a###Target corrections on systems defects rather than simply fixing operating errors (picking leaves)#

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#######£###Common problems of an OHR programUsed, or perceived to be used, for
disciplinary actionsLip service to complaintsOHR warLack of emphasis during safety
meetings#
```

```
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□#ÿÿ"###ÿÿ####Uÿu#ÿÿA#########U#9#######e###FAA□s Aviation Safety Reporting System
```

The Aviation Safety Reporting System was established in 1975 under a Memorandum of Agreement between the FAA and the National Aeronautics and Space Administration (NASA)FAA provides most of the program funding; NASA administers the program and sets its policies in consultation with the FAA and the aviation community#

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Ä#ÿÿ(###ÿÿ####Uÿn#ÿÿK#########U#-#######£###Purpose. The ASRS collects, analyzes, and responds to voluntary submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents

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```
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###All submissions are voluntaryReports sent to the ASRS are held in strict
confidenceMore than 250,000 reports have been submitted (Sep 93) and no reporters
identity has ever been breached by the ASRSASRS de-identifies reports before
entering them into the database
```

```
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does not use ASRS information against reporters in enforcement actionsThe FAA
waives fines and penalties for unintentional violationsThis exception does NOT
extend to reports of accidents or criminal activities
```

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#Ø#################2##□##ùôlû##□#ÿÿ####ÿÿ####Uÿè#ÿÿA#########U#7#######W###Uses of
ASRS information:Alerting messages.  The FAA issues an alerting message for
circumstances which might compromise safe flightCallback.  A monthly safety
bulletin which contains:Exerpts information from ASRS incident reports and
provides supporting commentarySummaries of ASRS research studies and related
aviation safety information#
```

```
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k.  A monthly safety bulletin which contains:Exerpts information from ASRS
incident reports and provides supporting commentarySummaries of ASRS research
studies and related aviation safety information
```

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###§###&#Ý###9###0#0#ÿÿ!#Ø#################2####   ÷,ü#
#ÿÿ(###ÿÿ####Uÿn#ÿÿK#########U#K#######©###ASRS Directline.  Periodical
publication for operators of complex aircraftDatabase Search Requests.
Information is the ASRS database is available to interested parties#
```